



# BRAC PUBLIC TRANSPORTATION REPORT

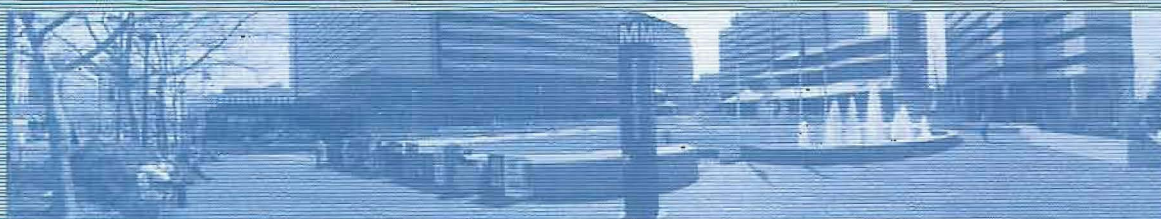
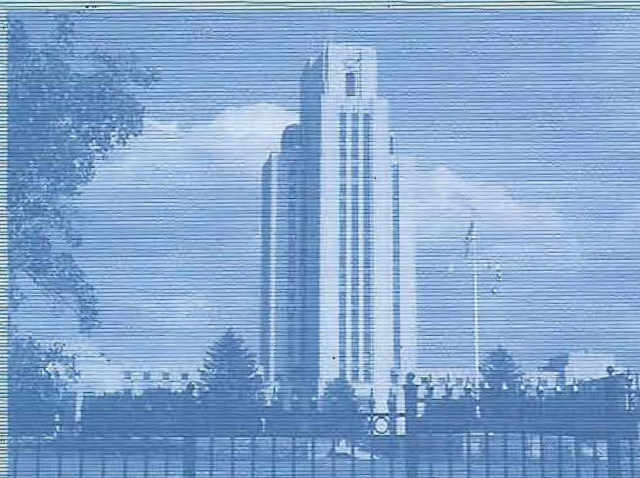
June 2009

Maryland Transit Administration





# NATIONAL NAVAL MEDICAL CENTER





## Chapter 4: National Naval Medical Center

The National Naval Medical Center (NNMC) is located in Montgomery County along Rockville Pike south of the Capital Beltway and across from the National Institutes of Health (NIH). Both facilities are served by the Medical Center Metrorail Station.

The NNMC complex sits on 243 acres, housing 83 buildings and employing roughly 8,000 employees with roughly 497,000 patients and visitors per year. It is the Navy's third largest health care delivery system. It is the headquarters for the Navy's regional Health Care System encompassing facilities in five states.

In 2005, the BRAC Commission recommended the closure and realignment of Walter Reed Army Medical Center to NNMC creating a new combined facility. The combined facility is expected to be operational in September 2011 and would involve the addition of potentially 2,500 new personnel and 484,000 annual patients and visitor visits per year.

### 4.1 EXISTING SERVICE

NNMC is directly served by the Metrorail Red Line and numerous Ride On and Metrobus lines. Proximate transit services to NNMC are shown in Figure 4-1 and are discussed below.

#### 4.1.1 *Bethesda Circulator*

This service operates in a 'figure 8' loop circulating from Bethesda Avenue to Rugby Avenue centered on the Bethesda Metrorail Station. It operates from 7:00 a.m. to midnight, Monday to Thursday, from 7:00 a.m. to 2:00 a.m. Fridays, and from 6:00 p.m. to 2:00 a.m. Saturdays. It runs every 10 minutes.

#### 4.1.2 *Montgomery County Ride On*

Route 30 serves NIH, the Medical Center Metrorail Station and the Bethesda Metrorail Station. It runs from 5:53 a.m. to 8:54 p.m. with 29 daily trips to the Bethesda Metrorail Station and 33 daily trips to NIH.

Route 33 operates from the Glenmont Metrorail Station to NIH via the Medical Center Metrorail Station. It runs from 5:58 a.m. to 7:20 p.m. with 15 daily trips towards the Medical Center and Bethesda Metrorail stations and 13 daily trips towards the Glenmont Metrorail Station. This route connects the Kensington Rail Station to NNMC and NIH.

Route 34 operates from Aspen Hill to the Friendship Heights Metrorail Station and directly serves the Medical Center Metrorail Station. It runs weekdays from 5:00 a.m. to 1:00 a.m. with 48 daily trips towards the Friendship Heights Station and 49 daily trips towards Aspen Hill. Weekends the alignment changes and it runs from the Wheaton Metrorail Station to the Friendship Heights Metrorail Station from 6:00 a.m. to 1:00 a.m. with 37 trips towards the Friendship Heights Metrorail Station and 18 trips towards the Wheaton Metrorail Station.

#### **4.1.4 NIH and NNMC Operated Routes**

The NIH and NNMC operate free shuttle networks for use by patients, visitors and military personnel. NNMC and NIH employees are allowed to ride on a space-available basis. These routes connect the Medical Center Metrorail Station with major buildings and parking areas and are shown in Figure 4-2.

## **4.2 CURRENT PLANS**

This section notes the current plans for transit improvements related to BRAC and were developed by the State or local transit agencies, military, or other organizations.

### **4.2.1 MTA**

#### **4.2.1.1 Commuter Bus**

The MTA is currently conducting the Purple Line Study, a major investment study for a new light rail or bus rapid transit service. The Purple Line would serve a highly congested corridor in Prince George's and Montgomery counties connecting the Metrorail Red, Green and Orange lines to key employment, residential and institutional destinations.

As part of an MTA ICC Enhanced Transit Plan, four commuter bus routes were proposed. One of the four routes proposed providing service to NNMC from Columbia, in Howard County.

#### **4.2.2 Bethesda**

The Bethesda Urban Partnership, in conjunction with NNMC, is planning to investigate the feasibility of providing quick and frequent shuttle connections to Downtown Bethesda, through an extension of the current Bethesda Circulator service. This additional service would connect employees and visitors with extensive dining, shopping, services and amenities while helping to discourage single-occupant driving.

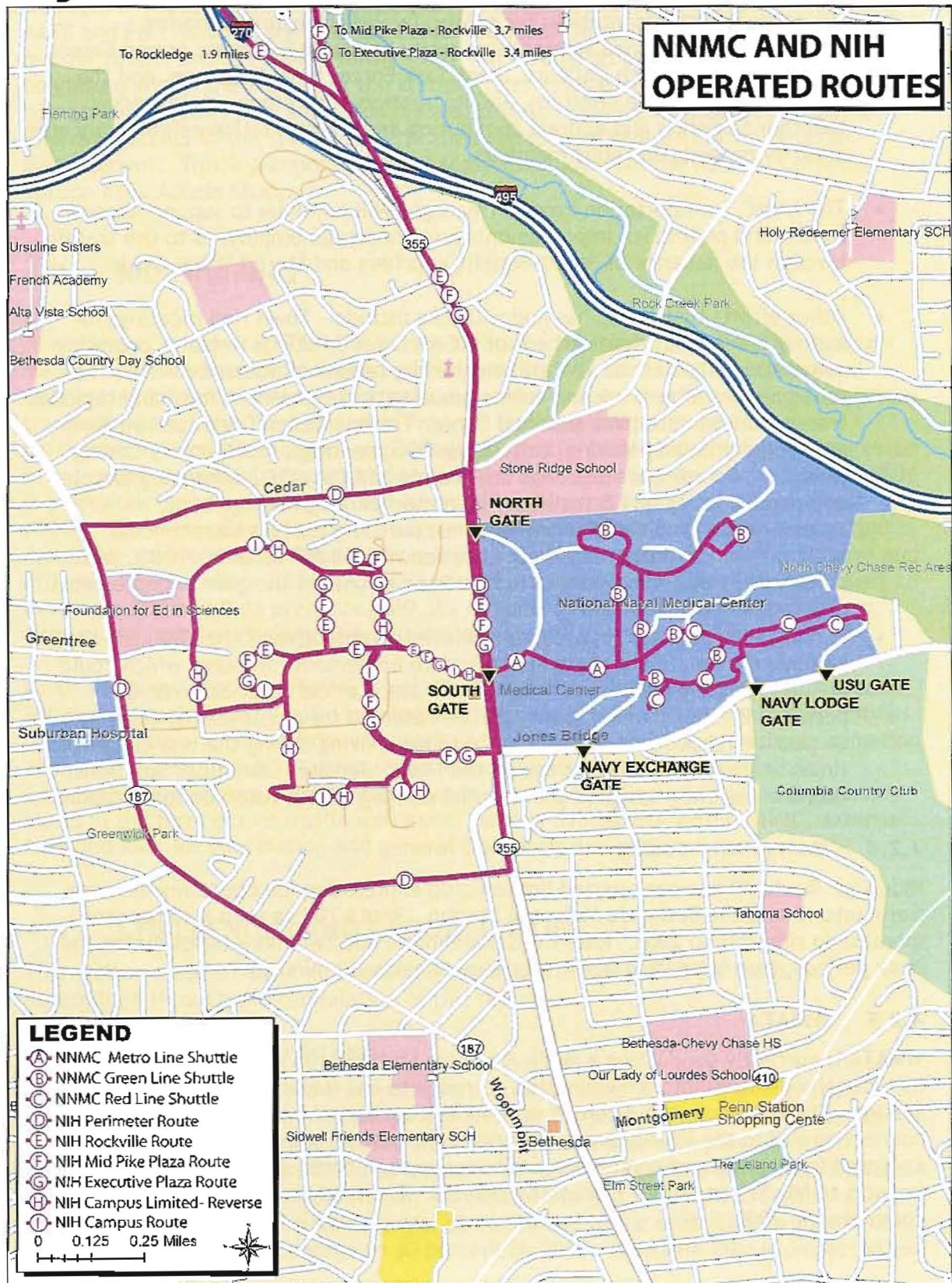
### **4.2.3 NNMC**

The Navy developed a Master Plan Update in 2008 for NNMC, which includes the development of a Transportation Management Plan (TMP) as required by the National Capital Planning Commission (NCPC). The Navy submitted their draft TMP to the NCPC in November. Key public transportation elements of the plan are described below:

- On-Base shuttle enhancement - NNMC currently operates the Red Line and Green Line Shuttles, which are all internal to the campus. In addition, there is a Medical Center Metro Shuttle and two shuttles which operate between NNMC and WRAMC. The draft TMP and Master Plan both suggest that this service be enhanced by providing ten to fifteen-minute peak period shuttle headways with transit stop amenities including real-time shuttle bus arrival information, posted transit route maps and schedules, and shelter and seating. These amenities will enhance the user experience and attract riders to the shuttle system.



**Figure 4-2**





become more congested and the safety of this pedestrian movement will become of greater concern.

WMATA, in conjunction with the Bethesda Hospital Emergency Preparedness Partnership (BHEPP), is currently undertaking a Medical Center Station Area Access Study as discussed in Section 4.2.5.

#### **4.4.2 Demand for Service**

Estimating the demand for transportation services has been a challenge in preparing for BRAC growth. While the number of jobs relocating to NNMC is known, what is unknown is where the employees will choose to reside among a varied selection of geographical locations. As varied as these geographical locations are, the reasons to choose a specific location include the availability of affordable housing, low taxes, opportunities for spousal employment and commutation time.

#### **4.4.3 Agency Coordination**

In order for alternatives to single-occupancy vehicles such as transit, carpooling, and vanpooling to be successfully implemented, it will be necessary for local agencies, transit providers, and the State to coordinate efforts. This report represents the continuing efforts and conversations between NNMC, MDOT, and the MTA.

#### **4.4.4 Parking Availability**

Parking at NNMC is currently available, convenient and free. However, spaces per employee will be substantially reduced from the existing 2,863 staff spaces to 2,462 staff spaces by 2011 based on the NCPC parking ratio requirement (1 space per 3 employees) for federal facilities within the National Capital Region. Patients and visitors will continue to have adequate parking. Generally speaking, free and available parking discourages the use of alternative modes of transportation. Given the parking reality, it is all the more important for any transportation options proposed to be fast, convenient, reliable and easy to use.

#### **4.4.5 Marketing of Services**

The marketing of transportation options for NNMC will be a vital component of its success. A variety of marketing strategies and media are available and would need to be considered to effectively promote alternative commuting options.

The marketing of transportation options at NNMC is facilitated through a well-established website and proactive transportation committees. The presence of retail and food vendors, located within the NNMC facility, provide the potential to reduce the need for off-facility trips, thereby reducing a potential impediment to utilizing transit options. Montgomery County provides extensive resources for marketing rideshare and transit.



## CONCLUSIONS





occur as more information is obtained regarding the relocations from Crystal City, Virginia and other locations.

Transportation actions identified to support the BRAC implementation include:

- WMATA's BRAC Transit Study, which will involve demand analysis and recommendation for several installations affected by BRAC within the greater Washington, DC metropolitan region, with the report being finalized in early 2009.
- Marketing of rideshare and vanpooling to the Crystal City employees, including the potential creation of an AAFB Rideshare Coordinator position.
- Elements of the TMP, to include pedestrian access improvements from the local bus stops to the gate(s), improvements to the existing on-base shuttle circulator and the potential for shuttle connections to transit hubs off base.

### **7.1.3 National Naval Medical Center**

NNMC is directly served by the Metrorail Red Line, seven Ride On routes, and three Metrobus lines. The National Institutes of Health (NIH) and NNMC are also served by government shuttle networks for the private use of government employees, patients, and/or military personnel. Staff is served on the shuttles as space permits. These routes connect the Medical Center Metrorail Station with the NNMC campus.

Transportation actions identified in the NNMC TMP to support the BRAC implementation include:

- The NNMC, along with the Bethesda Urban Partnership, will investigate the feasibility of providing quick and frequent shuttle connections to Downtown Bethesda, through an extension of the current Bethesda Circulator service.
- Other efforts that NNMC has and will take include - Town Hall meetings for leadership, development of a Commuter Solutions website, providing commuting alternatives at staff orientation, review of alternate work schedules/variable work and telecommuting, involvement in local and regional transportation initiatives (Medical Center Transportation Organization, Keep Montgomery County Moving, various MWCOG meetings, Montgomery County Rideshare Coordinator meetings and membership in ACT), enhancing bicycle and pedestrian access & facilities, increased parking management, consideration for Smart Parking systems, pursuing express bus services, brochure racks and increased coordination with NNMC tenants. NNMC will consider bus pull-offs on Jones Bridge Road as part of the gate improvements.
- The NNMC will make an aggressive effort to implement measures which could dissuade employees from driving to work alone or during peak commuter periods. Priority parking spaces will be reserved for employees arriving by carpool or vanpool, or for those arriving during the less congested times of the day.
- The Purple Line would serve a highly congested corridor in Prince George's and Montgomery counties connecting the Metrorail Red, Green and Orange lines to key employment, residential, and institutional destinations.
- WMATA is currently conducting a Medical Center Station Area Access Study which includes the creation of an east side/NNMC station portal and a



pedestrian tunnel underneath MD 355 connecting NIH and the Medical Center Ride On and Metrobus station to the NNMCM campus.

- WMATA has also initiated a regional-wide BRAC Transit Study to evaluate where service gaps may occur as a result of the influx of BRAC employees to the Washington region. NNMCM is one of the three Maryland bases included in the study along with Andrews AFB and Fort Meade. This assessment will include evaluating pedestrian, bicycle, bus, and automobile access and developing a concept plan for improved access to the Medical Center Metrorail Station.

#### **7.1.4 Fort Detrick**

Fort Detrick is currently served by one commuter bus route and the MARC Brunswick Line, which operates nine eastbound trips and ten westbound trips each weekday. Four TRANSIT routes also serve the area. Due to the relatively low number of additional personnel, a minimal increase in transit ridership is expected at Fort Detrick. There are no plans to implement an internal base shuttle in the immediate future. The existing parking areas on the installation are generally adequate to support the current needs of Fort Detrick and new facilities will be built with associated parking lots. Recent improvements to Veterans Gate, the main gate serving the installation, have increased capacity and reduced queuing onto Seventh Street and Military Road.

BRAC legislation also transferred management of an off-site location, the Forest Glen Annex (FGA), to Fort Detrick. The BRAC activities at FGA are reported to have negligible impacts to public transit or rail access at or near the installation.

Transportation actions identified to support the BRAC implementation include funding reverse commute service in support of BRAC related activities at Fort Detrick, improving pedestrian and bicycle access on the surface roads that surround Fort Detrick, encourage and marketing the existing ridesharing program offered through the Environmental Management Office at Fort Detrick.

#### **7.1.5 Fort Meade**

Service to the Fort Meade area is currently provided by MARC commuter rail with Penn Line service to Odenton and Camden Line to Savage, combining for 22 morning trips and 23 evening trips each weekday. Additional service to the area is provided by Connect-A-Ride with two local routes.

Numerous proposals have been submitted for service options to Fort Meade and planning efforts are on-going and will continue through 2011. Transportation efforts related to Fort Meade include on-base circulation, connectivity to MARC stations, local connectivity, and regional connectivity.

The Army has announced that it will address the internal circulation needs of Fort Meade. Transportation could include trips from the visitor center to employment locations and mid-day service throughout the base and to retail, banking and other services.



## BETHESDA NATIONAL NAVAL MEDICAL CENTER

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## *2005 BRAC - State of Maryland Impact Analysis: 2006-2020*

Date: June 2007

Author: MD Department of Business and Economic Development

Summary: This report (written for the US Department of Labor) summarizes federal jobs gained and lost, infrastructure impacts, higher education requirements, and best practices associated with security clearances.

### Recommendation(s):

#### *AAFB:*

- Explore transportation management demand techniques to reduce single occupancy occupant mode split and reduce vehicle congestion during peak periods
- Encourage increased use of local Metrorail transit by base employees and contractors through shuttle service and existing transit

#### *NNMC:*

- Encourage increased use of existing Metrobus transit through intersection improvements including medians and timed pedestrian signal heads
- Conduct feasibility study of bus transit in the vicinity of NNMC with particular emphasis on expansion of the number of bus transit bays at the Medical Center Metrorail Station or at a nearby station

#### *APG:*

- Continue the study of value pricing options and transportation demand management for I-95
- Reexamine the Perryman Access Study to provide improved access from the Perryman Peninsula to the state road network and to APG
- Explore expansion of a variety of rail and transit services in the Aberdeen area to meet forecasted demand associated with BRAC employee growth
- Further explore an Aberdeen multi-modal transit center
- Explore a variety of transportation management demand techniques and base shuttle services to reduce single occupancy vehicle use and reduce overall vehicle congestion including a "Vehicle Rate Reduction Cap" to manage vehicular congestion
- Incorporate sidewalk connections and bicycle access in local thoroughfare improvements
- Explore the feasibility of regular shuttle bus service to/from the existing/relocated MARC station to APG to encourage increased use of MARC and AMTRAK service by employees and contractors to APG

#### *FORT MEADE:*

- Incorporate sidewalk and bicycle access from Odenton MARC Rail Station
- Explore a variety of transportation management demand techniques and base shuttle services to reduce single occupancy vehicle use and reduce overall vehicle congestion including a "Vehicle Rate Reduction Cap" to manage vehicular congestion
- Explore expansion of a variety of rail and transit services
- Initiate feasibility study of WMATA Green Line to Fort Meade as a long-term horizon project

Jurisdiction/Facility: Statewide/AAFB, NNMC, APG and Fort Meade